

CRASH IN TRUSTS' WAKE, SAYS YERKES.

Street Railway Magnate of London and New York, Denounces Monopolies, Declaring Their Exorbitant Prices Are Ruining the Export Trade of America.

Charles T. Yerkes, cosmopolitan street railway magnate, just returned to New York from a trip of subway investigation, talked to an Evening World reporter to-day at his residence, No. 84 Fifth avenue on his plans for the underground railway system in London. They do not call for the co-operation of H. H. Vreeland, now President of the Interurban Street Railway Company.

Mr. Yerkes made some interesting comparisons of methods of underground railway construction. He drew attention to the many advantages of the London single tube boring and he estimated that his first railway would be in operation through the heart of the English metropolis by next Christmas, just about the time Chief Engineer William Barclay Parsons has set for the Interborough trains to begin traversing the Manhattan subway.

Trusts Menace Prosperity.

In the course of his remarks Mr. Yerkes threw down the gauntlet to the American trusts. He declared that they are a deadly menace to "prosperity" and he said that they will work ultimate and most serious harm to the country. He further cited instances where the trusts have actually cut off American products from competition in foreign markets by maintaining ridiculously high prices for dividend-paying purposes and he predicted an early and widespread crash in American stocks and securities.

"Has Mr. Vreeland been asked to go with your London companies?" was asked of Mr. Yerkes.

He quickly replied: "You may put this down as sure—Mr. Vreeland and I have never had any conversation regarding the matter."

"Mr. Vreeland is the head of the Interurban," he continued, "which street railway is one of the most important in the world. I should not think that Mr. Vreeland would want to change his good position here in New York for a secondary position somewhere else. I look upon Mr. Vreeland as a very bright man at his business, and he would be a valuable acquisition to any railroad company, but I should think he would be satisfied with the place that he has."

No Rest Here.

"When will you take up the work in London?"

"Just as soon as I have finished looking after some personal affairs in this country," said Mr. Yerkes. "I came home primarily to spend the holidays and rest, but I found plenty of work to be done. This is a land where no man ever rests."

"Compare the Manhattan subway with the London work. Why, they are altogether different. The American way is to uncover the top and then blast out the right of way, making a tunnel in that manner. This, of course, as you can readily understand, completely blocks the streets, and the result is that a city that is building underground work in that manner is in a very chaotic condition. In London we proceed quite differently."

"First, we sink a shaft, the soil being clay, and then cut in toward the line of our railway, hauling the excavated material to the shafts, which are the station sites, and there raising it to the surface. The excavation is made by forcing a tubular shield forward and following that up with sections of the tube. The sections are circular when in place and are composed of four parts, being two and a half feet long by twelve feet in diameter, and the rings which enclose them stand out about two and a half inches from the skin of the tube. In that way the clean diameter of the tunnel is eleven feet eight and a half inches."

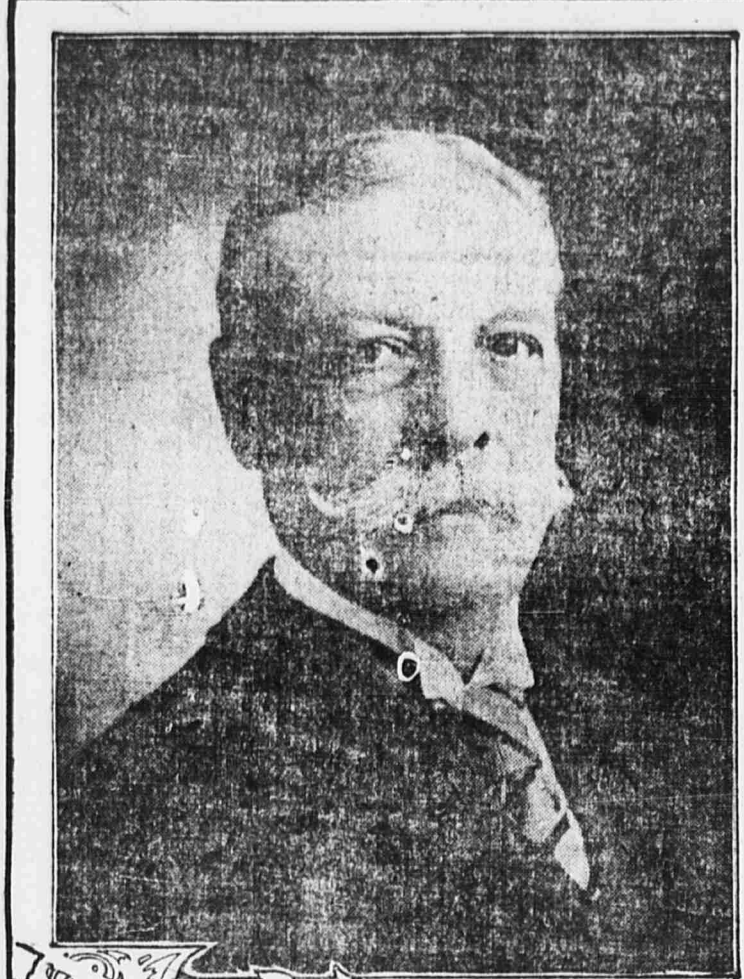
Run Side by Side.

"Two tunnels are bored side by side with a space of from four to ten feet between them. The stations are double their diameter, and both tunnels run into the single station, which are located about 1,600 feet apart, or three to five miles."

Concerning the time laid out for the work ahead, Mr. Yerkes said:

"We will complete the Baker street and Waterloo road about next Christmas. It will be six miles long. Alto-

CHARLES T. YERKES, WHO PREDICTS CRASH OF TRUSTS.



CHARLES T. YERKES

gether there are four roads to be built, covering a total distance of fifty miles. I estimate that they will be finished at the rate of one each year. The London roads will cost in the neighborhood of eighty million dollars, which figures closely in building railroads considerably cheaper than the Manhattan subway."

"Could the tube system have been used in New York subway?" was asked.

"It might have been in certain places, but I doubt whether it would have been practicable to have installed the Greathead tube system there, as there are long stretches of rock in Manhattan, which would render the plan useless."

"Has your visit here resulted in any purchases of American material for the London roads?" he was questioned.

Buy Little Here.

"Hardly," was Mr. Yerkes's quick answer. "If anything it has had the effect of killing any latent desire I might have had in that direction. The London roads will be built and equipped with English material, and as far as possible with English labor. To tell the candid truth the American materials are all very high—abnormally high—and we will buy nothing in this country except what we are compelled to for the reasons I have stated."

"Since the trusts have been absorbing the business interests of this country, the American materials and country-modities have been slowly disappearing from the European markets. False reports spread by the agents of the trusts will hide actual conditions for a time, but the prices now maintained by the trusts are outrageous. For instance, it is now about 40 per cent higher than three or four years ago. It is becoming a drug on the foreign market. The European business interests are in open revolt against this sort of brigandage. Cars that could be purchased only three years ago for \$1,500 are now quoted at \$3,000. Most things are in the same proportion."

JUST "TIRED OF LIVING."

Travelling Man for New York Firm a Suicide.

WARE, Mass., Jan. 10.—James W. Murray, representing the Union Medical Company, of New York, committed suicide in the Hampshire House this morning by inhaling gas. It is supposed his home is in Philadelphia.

He left a note saying he was "tired of living."

CONSIDINES DEFY CAPT. O'REILLY. GREENE BLOCKS BLACKMAIL PLAN.

Owners of Hotel Metropole Threaten the New "Terror" of the Tenderloin When He Visits Bar.

ALL-NIGHT LICENSE AT END.

If George and John Considine, owners of the Hotel Metropole, at Broadway and Forty-second street, secure a renewal of their all-night license, which expires at midnight, it will not be with the consent of Capt. Miles O'Reilly. The Brooklyn Terror wandered into the Metropole at 3 o'clock this morning and was received with abuse and contumely. He kept his temper in spite of the bullying of a score of patrons and a talk from George Considine which was about the warmest dressing down the gray-haired captain ever took from a citizen.

O'Reilly slipped into the Metropole by a rear door and was dumfounded to find two dozen patrons being regaled at the bar. "I want this place cleaned out!" he roared at the bartender.

"Ha, Capt. O'Reilly, I believe," said the white-aproned worthy as he put out a whiskey bottle for the accommodation of a customer.

Capt. O'Reilly grabbed the bottle, poured it and consumed it. "Now, I want you men to clean out of here and go home," said the Captain, addressing the patrons. No one budged.

"Who is the proprietor here?" asked the captain. Neither of the Considines was present, but one of their friends spoke up and told the bartender to produce at midnight license. Capt. O'Reilly read the document, "This expires at midnight Saturday," he commented.

"I do not believe in trusts," said George Considine. "I am not a member of the trust, but I know that American labor is not the beneficiary."

Is Against Trusts.

"You do not believe in trusts?" "I don't," said the captain. "I firmly believe that the trusts are going to do this country a very great deal of harm. Except where we can beat the foreign manufacturer with our machinery there is no chance for American goods to be sold in foreign countries. This is a condition, I say, of the last two or three years—just since the trusts came prominently to the fore."

"Do you think that the large combinations will be able to keep the prices of material up?"

"I do not, and recent investigations confirm that opinion," he said.

"What will be the result in case of a break in prices?"

"The interest and dividends of the watered shares will be lost and the shares become almost worthless."

"Then you think that this era of prosperity will not last?"

Mr. Yerkes hesitated and then replied: "It will last only until something happens, either bad crops or political disturbances or financial difficulties or some matter that will disturb the financial world. Then look out. Something will drop. When everything is on the high wave of prosperity it is difficult to see how there is to be a change—just as when adversity predominates it is almost impossible to believe things can mend."

Regular Price List.

A high official said that the regular prices prevailing in the Complaint Bureau have been as follows:

Filing a patrolman's record for eligibility to the various grades..... \$200
Filing a patrolman's record for eligibility to the grade of roundman..... 500
Filing record so that a roundman can become sergeant..... 500
Filing record so that a sergeant can become captain..... 1,000
Filing record so that a captain can become inspector..... 1,000

The docket used by the Commissioner as police trials shows several alterations. In cases where a policeman would be fined ten days' pay and the Commissioner had marked the figure 10 in the docket the cipher has been erased, making it one day. All of these matters will be subject for the investigation, which the Commissioner promises to start next week.

KILBURN NAMES DEPUTY.

George J. Skinner, of Chenango, Gets First Place.

ALBANY, N. Y., Jan. 10.—Supt. Kilburn, of the State Banking Department, to-day appointed George J. Skinner, of Chenango, first deputy State Superintendent of Banks.

Vienna Leads in Suicide.

VIENNA, Jan. 10.—Statistics for 1902 demonstrate that Vienna continues in the front rank of the European capitals in the number of suicides. Last year's records show that there were 63 deaths from suicide and 46 attempts at self-destruction. The number of women suicides increased.

GERMANIC IS IN; CASED UP IN ICE FAST TRAINS IN FLYING CRASH.

White Star Liner Has a Hard Luck Voyage Across the Atlantic and at Her Pier She Sinks a Scow.

ST. LOUIS IS NOT SIGHTED. MANY WERE INJURED.

The Germanic, of the White Star line, had hard luck all the way across the Atlantic and even up to its pier in North River, where it ran down and sank a scow in making her mooring to-day.

Two days overdue she came up the harbor this morning, coated from stem to stern with ice, giving the appearance of a great white spectral phantom moving up the mist-covered river. The ship met only one storm on the way over, but that one started the day she left Southampton, Dec. 31, and continued until Fire Island was sighted.

It was a head-on sea except on Jan. 6, when it became a hurricane, sending in the crest of the waves to the crow's nest and rolling the ship like a cork.

Among the 101 steerage passengers who were kept under decks, the report spread that a ship in distress had signalled the Germanic the night of Jan. 6, but this was denied by the officers and crew.

William B. Osgood Field and his bride, who was Miss Sloane, were among the forty-five cabin passengers. The couple were returning from their honeymoon. They were accompanied by Miss Sloane's sister.

The St. Louis, due to-day, has not been heard from and was not sighted at Fire Island, and the managers of the line announced that she might be a day or two late because of the heavy storms which have swept the Atlantic the last ten days. When the St. Louis discharges her passengers and cargo she will go out on commission for repairs.

The big twin screw freighter and catamaran, the Georgia, of the White Star line, was sighted off Fire Island to-day and will make her landing during the afternoon. She was covered with ice like the Germanic and waggled the signal, "Dusty road," which means "Storm all the way."

All ships arriving from European ports are covered with ice, and all make similar reports. They are late from six hours to two days, but no serious casualties have been reported.

Among the Atlantic steamers due to-day and overdue which are believed to be battling against the storms off the coast and which have not been sighted are the Chester, from Antwerp; Hildswell, from Genoa; Kansas City, from Swansea; La Fayette, from Havre; Maine, from Bremen; Mannheim, from Shields, and the Silesia, from Stettin.

CHINESE, DOPE, HOSPITAL.

But in This Case, Woman Took Poison by Mistake, 'Tis Said.

Jessie Webber, No. 235 West Thirty-seventh street, took an overdose of morphine in a Chinese restaurant at No. 203 West Thirty-eighth street early to-day. She was removed to the Roosevelt Hospital.

It was said that the poison was taken by mistake.

New York Express and Boston Flyer Running a Mile a Minute Met on a Curve and Passengers Caught in Smash.

ST. LOUIS, Mo., Jan. 10.—Running at sixty miles an hour, two Big Four passenger trains met in collision while rounding a curve between Moro and Bethalto, Ill. A fireman on one of the engines was killed and three other trainmen were seriously injured.

Passengers in the day coaches were hurled from their seats and many of them painfully bruised, but none was dangerously hurt.

Those in the sleepers escaped, the cars not leaving the tracks.

The southbound train, known as the Boston Express, was running rapidly around a curve when the northbound train, the New York Express, dashed into view, and the next moment a terrific collision covered the track with debris. The impact overturned stoves in the day coaches and the woodwork took fire. None of the cars was well filled, and the passengers succeeded in escaping from the flames.

A messenger hurried to Moro, a mile distant, and sent a call to Alton for a relief train, which, bearing physicians, reached the wreck in a short time. After the injured were cared for all were taken to Alton.

The wreck was quite complete, both engines being smashed and thrown on their sides, while several cars were splintered and partly destroyed by fire. The crash was caused by a mistake in orders.

ALL EYES ON CHAMBERLAIN.

Secretary's Visit to South Africa Much Talked Of.

LONDON, Jan. 10.—Colonial Secretary Chamberlain's tour of South Africa is beginning to attract greater attention. Both at Pretoria and Johannesburg he received great ovations, an interesting feature of which was the intermingling of Boer and British and Union Jacks as a compliment to Mrs. Chamberlain.

The Secretary's outspoken replies to the Boer suggestions, however, are creating a certain feeling of uneasiness among the Government supporters here, who publicly and privately express doubt whether any good will come of the trip.

MARCONI TO BRANCH OUT.

Asks Permission to Lease All Existing Cables.

OTTAWA, Ont., Jan. 10.—The Marconi Wireless Telegraph Company has given notice of an application to Parliament for an act of incorporation to transmit and do business all over British North America, British Isles, Europe and on the Atlantic and Pacific oceans and on the islands and places near the same.

Powers are also asked for leasing or purchasing existing telegraph, telephone and cable companies.

The Little Sons of Romance of Buffalo Bill's Daughter and a Dashing Cavalry Officer.

The Minister Who Has Become a Saloon-Keeper Tells Why He Changed Occupations.

A Labor Union That Has Gone Into Business for Itself.

A Cure for Consumption That Actually Cures.

Beauty and the Solar Plexus.

\$50 in Puzzle Prizes For Those with Quick Wits.

Millions of Dollars' Worth of Paintings in American Art Galleries.

A New Yorker Who Handles \$500,000,000 Annually.

Remarkable Productions of Charles Broadway Rouss, the Blind Merchant, Sent to Three Women.

TO-MORROW'S SUNDAY WORLD

Now in New York.